

COUNCIL  
AGENDA

MAR 4, 1974

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A  
C O U N C I L

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Monday,  
March 4, 1974,  
7:30 p.m.

THE LORD'S PRAYER

MINUTES OF COUNCIL MEETINGS, FEBRUARY 18 AND 22, 1974

DEPUTATIONS:

- Mrs. Eileen Davidson and 62nd Mississauga Guide Co. - observers.
- Mr. Saunders of Consolidated Building Corporation re R.P. M-29 - semis on cul-de-sacs - Meadowvale. (See Letter 11)
- Mrs. Colleen Findland representing Malton Tennis club re lights.
- Mr. Oseka re Applewood Hills Swimming Pool
- Mr. Peter Pellier re Port Credit taxi plates.

COMMUNICATIONS

PETITIONS

TENDERS

PROJECT REPORTS

COMMITTEE REPORTS: General Committee Report, February 22, 1974

UNFINISHED BUSINESS

MOTIONS

BY-LAWS:

- 3/4 vote
- 44-74 By-law 44-74, being a by-law to stop up part of the 12 foot lane lying between Lots 263, 264 and 283, as shown on Plan Tor. 4. (Given two readings on January 21, 1974, and subsequently advertised; no objections to the closing were received. The lane is located on the west side of Airport Road, just north of Derry Road. Lane is no longer required and is being closed and sold to Cartan Dev. in exchange for easement rights by the City.)

THIRD READING

- 48-74 ✓ By-law 48-74, being a by-law to stop up a 15 foot laneway adjoining Lots 27, 28, 29 and 30, in Registered Plan H-13, City of Mississauga. (Given two readings on January 21, 1974, and subsequently advertised; no objections to the closing were received. The lane is located at the southerly end of Lots 28 to 30 - Lorne Park area. It is no longer required by the City.)

THIRD READING

- 90-74 ✓ A By-law to amend Traffic By-law 7037. (Three-way stop signs at Atrium Court and Portway Avenue. Recommended by Traffic and Transportation Committee; General Committee on January 25, 1974, adopted by Council on February 4, 1974.)

THREE READINGS

- 91-74 ✓ A By-law to authorize execution of agreements for municipal purposes. (Re: Contract PN 73-018 - snow plowing - agreements with Pattison Bros. Landscaping Ltd. and MSO Construction Limited. Resolution 496 was passed by Council on October 10, 1973, awarding these contracts.)

THREE READINGS

- 92-74 ✓ A By-law to remove certain lands from part-lot control. (Blocks A, B, C, D and E, Registered Plan M-35, Fanto Industrial Subdivision located on the west side of Indian Line, south of Derry Road.)

THREE READINGS

BY-LAWS CONTINUED:

- 93-74 ✓ A By-law for Prohibiting the parking or leaving of motor vehicles on private property, or on property of the municipality or local board thereof. ( This matter was considered by General Committee on February 22, 1974, Item 118).

THREE READINGS

- 94-74 ✓ A By-law to establish a City of Mississauga Traffic Safety Council and to provide for an Advisory Board to the City of Mississauga Traffic Safety Council and to repeal By-law 10,332 and to establish the terms of reference for the City of Mississauga Traffic Safety Council. (Recommended by Traffic and Transportation Committee on February 6, 1974; General Committee, February 22.)

THREE READINGS

- 95-74 A By-law to provide a plan of sick leave credit gratuities for employees of the Corporation of the City of Mississauga. (The enactment of this by-law is necessary because of certain changes made in the insurance programme. By-law 13-74 enacted on January 2, 1974, is repealed.)

THREE READINGS

- 96-74 ✓ A By-law to amend By-law Number 35-74, being a by-law to adopt Employee Information and Rules and Regulations and Salary Information Program for the City of Mississauga. (Recommended by the Administration and Finance Committee on February 6, 1974; General Committee, February 22 - Schedule B is deleted and replaced to reflect changes as recommended.)

THREE READINGS

- 97-74 ✓ A By-law to amend By-law Number 5500 as amended. (City Council passed Resolution 64 on February 4, 1974, referring By-law 10,970 to the Ontario Municipal Board. By-law 10,970 clarifies the definition of "Gross Floor Area" insofar as it applies to children's play and other recreational areas. The Ontario Municipal Board has requested that the by-law be re-enacted by the City of Mississauga.)

THREE READINGS



BY-LAWS CONTINUED:

98-74      A By-law to appoint an Auditor for the City of  
Mississauga. (Appointment of the firm of Deloitte,  
Haskins and Sells.)

THREE READINGS

MOTIONS

NOTICES OF MOTION

OTHER BUSINESS

CONFIRMING BY-LAW

# City of Mississauga

## MEMORANDUM

To David R. Turcotte,  
City Clerk

From E.M. Halliday,  
Recreation and Parks

February 14, 1974

Dear Sir:

Re: Tender TR 5 - 1974

Tenders were called for the supply of 30 rotary mowers used for trimming parks, boulevards, school, municipal properties, etc.

Tenders were received as follows:

Spramotor Ltd. London, Ontario	
30 mowers @ \$238.29 each	\$7,148.70
Duke Lawn Equipment Ltd. Burlington	
30 mowers @ \$187.25 each	\$5,617.50
<u>Amount budgeted</u>	<u>\$9,600.00</u>

We recommend that Tender TR 5 - 1974 be awarded to Duke Lawn Equipment Ltd. for the supply of 30 rotary mowers at a total cost of \$5,617.50, this being the lowest tender.

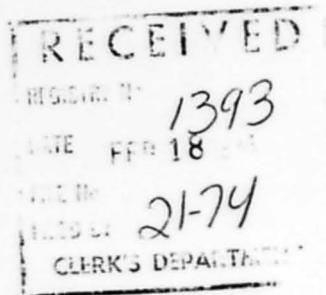
See attached for justification of the above.

Yours very truly,

- E.M. Halliday  
E.M. Halliday,  
Commissioner.

EMH:ww

Attachment



1A

JUSTIFICATION FOR TENDER TR 5-1974

In previous years we have been using a lighter type of industrial rotary mower at an average cost of \$120.00 each. It has been found that they lasted only one season and also caused considerable down time for repairs and servicing raising our costs unnecessarily.

In 1973 we purchased 20 rotary mowers and in 1974 require an additional 10 mowers because the increased acreage to maintain requires 13 crews each using 2 mowers for a total of 26 plus 2 for Huron Park, 1 for Municipal Buildings on Mavis Road and 1 spare unit.

It is imperative to keep in mind that the domestic lawn mowers, e.g. Lawn Boy, Sunbeam, etc. owned by homeowners are run for an average of 2 hours per week for an average of 60 hours per season. Thus, they can last for 5 years or more. If these mowers were used for parks work they would operate for 40 hours per week for an average of 960 hours per season. At this rate they could not last one season without considerable expense of repairs and servicing. Thus it is necessary for parks, cemeteries, golf courses, etc. to operate industrial type mowers which are designed to operate for longer periods than domestic type mowers. By obtaining a heavier industrial type mower in 1974 we hope to get two or more seasons from the mowers before trading them in. A comparison of costs for 1973 models and proposed models indicates:

1973 rotary mowers @ \$120.00 each operating	
26 weeks cost	\$ .12 per hour depreciation
	\$ .30 per hour maintenance
Total cost per hr.	<u>\$ .42</u>

1974 rotary mowers @ \$175.00 each operating	
2-26 week periods cost	\$ .09 per hour depreciation
	\$ .23 per hour maintenance est.
Total cost per hr.	<u>\$ .32</u>

Therefore, it would be more economical to purchase heavier commercial type mowers.



HOUSE OF COMMONS  
CANADA

2

Constituency Office,  
62 Dundas St., West,  
Mississauga, Ontario.  
L5B 1H7

February 15, 1974.

Mr. D. R. Turcott,  
City Clerk,  
City of Mississauga,  
1 City Center Drive,  
Mississauga, Ontario.

Dear Mr. Turcott,

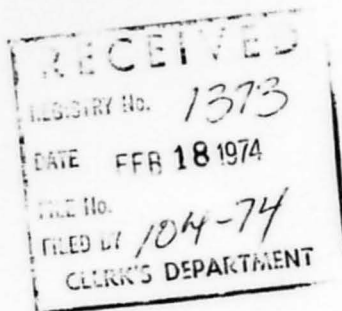
Thank you for forwarding a copy of the Mississauga Council resolution regarding expansion of the Toronto International Airport and the building of a second Toronto airport.

As the Member of Parliament for Mississauga, I am in complete accord with the Council's resolution and as in the past will continue to press the Government for no further expansion at Malton. As you may recall, I brought the subject up in the House of Commons last year and at the time was assured by the Minister of Transport that there were no plans for the expansion of any runway facilities at the airport, however, passenger and baggage facilities were to be updated from time to time.

When Parliament resumes sitting at the end of this month I intend to seek further assurances from the Department of Transport officials.

Once again thank you for your letter.

Yours very truly,



DAB/pc

Don Blenkarn, M.P.  
Mississauga.

*Handwritten signature and date: 2-21/74*



3

Office of the  
Deputy Minister

Ministry of  
Natural  
Resources

RECEIVED	
REGISTRY NO.	1418
DATE	FEB 19 1974
FILE NO.	
FILED BY	141-74
CLERK'S DEPARTMENT	

416/965-2704

Whitney Block  
Queen's Park  
Toronto Ontario

January 31, 1974

MEMORANDUM TO MUNICIPAL CLERKS  
ALONG THE GREAT LAKES SHORELINES

RE: FLOOD DAMAGE

By previous memoranda I have endeavoured to make affected municipalities aware of the various shore property assistance programs established by the Government of Ontario.

This memorandum is intended to clarify Provincial policy and serve as a reminder that plans to combat flood and erosion problems likely to arise this spring should be reviewed.

I am enclosing for your information three copies of a summary of the shore property assistance programs, along with a list of telephone numbers of the offices which may be contacted for further information regarding any particular program.

I would appreciate it if you would draw the attention of your council to these enclosures and ensure that the members are aware of the various forms of assistance available to both the municipality and individual shore property owners.

J. W. Giles  
Assistant Deputy Minister  
Lands and Waters  
Chairman  
Flood Damage Working Group.

Enclosures.





Ontario

3A

Office of the  
Deputy Minister

Ministry of  
Natural  
Resources

416-965-4143

Whitney Block  
Queen's Park  
Toronto Ontario

#### ONTARIO PROVINCIAL SHORE PROPERTY ASSISTANCE PROGRAMS

##### 1. SPECIAL EMERGENCY ASSISTANCE

Under this program, the Province and municipalities along the shoreline of the Great Lakes share on an 80/20 basis the cost of works of an emergency nature undertaken by a municipality to maintain an adequate level of service by repairing damage to, or preventing flooding or erosion of facilities for which a municipality is directly responsible, or by providing alternative means or facilities.

For additional information, municipalities should contact the Subsidies Branch, Ministry of Treasury, Economics and Intergovernmental Affairs. (See attached list).

##### 2. DISASTER RELIEF ASSISTANCE

This program was designed to help cover losses suffered as a result of damage to principal year-around residences and their furnishings and equipment, farm buildings, and small business structures, and it is applicable only to areas designated by Cabinet as Disaster Areas. Funds collected by local Disaster Relief Committees established by municipalities and administered by the committees are matched by the Province on a dollar-for-dollar basis insofar as is necessary.

For additional information, municipalities should contact the Subsidies Branch, Ministry of Treasury, Economics and Intergovernmental Affairs. (See attached list).

##### 3. SHORELINE PROPERTY ASSISTANCE

The Shoreline Property Assistance Act 1973 was designed to assist shore property owners, not only on the Great Lakes, but on inland waters as well. This assistance is available to install or repair shore protection and to repair damages to buildings and structures caused by high water or the impact of ice.

The Act provides a procedure by which municipalities may borrow from the province and make loans to owners for the purposes mentioned. Limitations are placed on the amount of loans by regulation. Loans are repaid as taxes.

For additional information, property owners should contact the Clerk of the municipality to which property taxes are paid.

#### 4. PROTECTION OF AGRICULTURAL LANDS - ARDA PROGRAM

Under this program financial assistance is being provided to municipalities to reconstruct dykes protecting low lying agricultural lands along the shores of the Great Lakes.

This work is being financed under a special agreement with the Ministry of Agriculture and Food and the Canada Department of Regional Economic Expansion on a 50/50 cost sharing basis. By policy the Province requires municipalities to pay 10% of the total cost of an approved project resulting in a 45/45/10 cost sharing between the three levels of Government.

The 10% municipal share under this program is not subsidizable under the 80/20 Assistance Program referred to previously nor is it subsidizable under the Drainage Act.

For additional information, municipalities should contact the ARDA Branch, Ministry of Agriculture and Food. (See attached list).

#### 5. EXTENSION SERVICE

Under this program engineers can be made available on request to inspect shore properties and suggest to owners means by which they may undertake to protect their properties against erosion and flooding.

For additional information, property owners or municipalities should contact the Sector Co-ordinator for the shoreline Sector in which their property is located, or Engineering Services Branch, Ministry of Natural Resources. (See attached list).

#### 6. OPERATION SANDBAG

The erodible shoreline of the Great Lakes has been divided into eight Sectors and either a District Manager of the Ministry of Natural Resources or a District Engineer of the Ministry of Transportation and Communications has been selected according to convenient location and appointed Sector Co-ordinator in each Sector to provide for effective decentralized administration of the active-assistance programs.

Operation Sandbag is a form of active assistance under which sandbags can be made available through the Ministry of Transportation and Communications upon the request of a municipality to the Sector Co-ordinator for the protection of an area subject to severe flooding. In connection with this program labour may be provided under the same temporary employment program used to remove dead elm trees, for filling and placing sandbags and erecting temporary dykes.

Sector Co-ordinators have been authorized to utilize the services of Engineering Advisors in connection with this program and to accept and assign requests for Extension Service visits.

For additional information, municipalities should contact the Sector Co-ordinator for the Flood Damage Working Group, in the shoreline Sector in which they are located. (See attached list).

#### 7. OPERATION TRUCK

Under this program which is administered by Sector Co-ordinators along with Operation Sandbag, trucks complete with drivers are provided on request to municipalities wishing to erect protective works or repair existing works. This could include the hauling of fill or dyke or revetment material.

Vehicles and drivers are supplied by the Ministries of Transportation and Communications, and Natural Resources.

For additional information municipalities should contact the Sector Co-ordinator in the shoreline Sector in which their property is located. (See attached list).

\* \* \* \* \*

#### RESPONSIBILITY FOR PROTECTION OF PRIVATE PROPERTY

Responsibility for the protection of private property against shore erosion or flooding rests with the owner of that property. If the owner is unable to cope with the situation he may call upon the municipality for emergency assistance. If the municipality is unable to cope with the situation, it may call upon the Province to try to provide emergency assistance.

FLOOD DAMAGE WORKING GROUP  
SECTOR CO-ORDINATORS

3D

SHORELINE SECTORSECTOR CO-ORDINATOR

A	Oshawa to Kingston	D. P. Collins District Engineer Ministry of Transportation & Communications 138 Hope Street North PORT HOPE, Ontario Tel: (416) 885-6381
B	Oshawa to Oakville	F. E. Sider District Manager Ministry of Natural Resources R. R. #2 MAPLE, Ontario L0J 1E0 Tel: (416) 832-2261
C	Oakville to and including Burlington Beach	C. R. Robertson District Engineer Ministry of Transportation & Communications Box 5020 1183 North Shore Boulevard BURLINGTON, Ontario Tel: (416) 527-9131
D	Burlington Beach to Haldimand/Norfolk boundary	J. E. Dickenson (R. E. Craig) District Manager Ministry of Natural Resources Box 1059 37 South Pelham Street FONTHILL, Ontario L0S 1E0 Tel: (416) 892-2656 (Ans. Service)
E	Haldimand/Norfolk boundary to Kent/Elgin boundary	L. Edwards Resource Technician Ministry of Natural Resources 5 Queensway West SIMCOE, Ontario Tel: (519) 426-7650
F	Kent/Elgin boundary to Grand Bend	D. R. Fortner (H.W.Rowe) District Manager Ministry of Natural Resources Box 118 CHATHAM, Ontario Tel: (519) 354-7340



FLOOD DAMAGE WORKING GROUP  
SECTOR CO-ORDINATORS (contd)

3E

Shoreline Sector

Sector Co-ordinator

G	Grand Bend to Severn River	J. R. Manley Lands Supervisor Ministry of Natural Resources 611-9th Avenue East OWEN SOUND, Ontario Tel. (519) 376-3860
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H	Little Current to Sault Ste. Marie	D. D. Hagar (Russ Wood) District Manager Ministry of Natural Resources 62 Queen Street Box 190 BLIND RIVER, Ontario POR 1B0 Tel. (705) 356-2234
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Ministry of Treasury Economics and Intergovernmental Affairs  
Subsidies Branch - Tel. (416) 965-7044

Ministry of Agriculture and Food  
ARDA Branch - Tel. (416) 965-7661

Ministry of Natural Resources  
Engineering Services Branch - Tel. (416) 965-1271





4

Ontario  
Municipal  
Board

416/965-1912

123 Edward Street  
Toronto Ontario  
M5G 1E5

Quote File Number  
R. 8260

February 19, 1974

Mr. David R. Turcotte  
Clerk  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Dear Sir:

Re: Former Town of Port Credit -  
Restricted Area By-law 71/41  
Morning Dew Developments Limited

Receipt is acknowledged of your letter of January 22,  
1974.

Please be advised that the file on this application  
has been closed.

Yours very truly,

C. Saruyama  
Supervisor  
Planning Administration

CS:jc

RECEIVED	
REGISTRY No.	1492
DATE	FEB 21 1974
FILE No.	174-74
FILED BY	
CLERK'S DEPARTMENT	

2



5

Ontario  
Municipal  
Board

416/965 1912

City of Mississauga  
Planning Department  
Mississauga

Mr. David R. Turcotte  
City Clerk  
City of Mississauga  
1 City Centre Drive  
MISSISSAUGA Ontario  
L5B 1M2

Quote File Number  
R 731825

February 19, 1974

Dear Sir: City of Mississauga - Restricted  
Re: Area By-law 10,970

Further to the above-mentioned application, would you please advise the Board if the new municipality of the City of Mississauga will be continuing as successor to the Town of Mississauga on this by-law.

If so, the Board will require that the subject by-law be re-enacted by the new council and submitted to the Board.

Yours very truly,

C. Saruyama  
Supervisor  
Planning Administration

CS: jj

c.c.

RECEIVED	
REGISTRY No.	1494
DATE	FEB 21 1974
FILE No.	
FILED BY	SK 10970
CLERK'S DEPARTMENT	

R.

DATED at Mississauga, this 14th day of February, 1974.

6

TO: Chairman,  
Regional Municipality of Peel  
  
Mayor,  
Council of the City of Mississauga,  
  
Chairman,  
Peel County Board of Education.

RE: David Culham, Councillor and Planning Consultant

As you are aware, on October the first, 1973, in the Municipal Election in Mississauga, I was elected Councillor for Ward Six, automatically, I became one of the Councillors in the new Regional Municipality of Peel. As a result of that election, it was necessary for me and for my employer, the Peel County Board of Education, to review my status as a High School instructor. As a result of that review, on the 18th of October, 1973, the Director of Education for the Board, John Fraser, offered me a position at a significant reduction in salary in the Planning Department of the Peel County Board of Education. It was and is my understanding that my responsibilities to the Board of Education would be executed simultaneously with my duties as a Councillor.

Recently, the press and certain individuals have suggested that my positions on the two Councils could conflict with my responsibilities as a Board of Education Planner. Rather than bring embarrassment to the City, the Region and the Board, I am taking this opportunity to enunciate my position with reference to my various duties and appointments.

Those who suggest that my positions may conflict, intimate that at some time, I may be called upon to vote as a Councillor on a matter that is detrimental to the Board. They would seem to suggest that because of my dual appointments, I may be biased in favour of the Council to the detriment of the Board or, alternatively, that my objectivity as a Councillor may be impaired by my commitment to the Board. Their position is that I can not justly serve two masters.

It has also been suggested that by holding two positions, one as a Councillor and one as a Planner, I will not be capable of devoting adequate time to either.

RECEIVED	
REGISTRY No.	1423
DATE	FEB 19 1974
FILE No	83-74
FILED BY	
CLERK'S DEPARTMENT	

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6A

In response to the allegations suggesting bias, let me say that I have not nor do I intend to vote as a Councillor on any matter that would relate to my activities as a Planner with the Board of Education. In the event that I would be faced with the situation that required my voting on an issue that conflicted with a position I had recommended to the Board of Education, I would declare my interests and abstain from voting. As an experienced educator and an exuberant Councillor, I shall watch dilligently for any such conflict and declare my position at the first opportunity.

Having served as a Councillor elect and a full time instructor from the first of October until the end of December last and having more recently served as Councillor and Board Planner since the first of January I know that the combination of the two positions are time intensive. But I know that I am capable of executing all my commitments within my normal schedule. And to date, I have accommodated both appointments without compromise to either.

My reason for making this statement is to give both Councils, the Board of Education and my constituents an opportunity to comment on my activities. I am confident that my experience as a community minded educator, now planner, benefits the Board of Education. And I am comfortable in the knowledge that I have combined both my positions with discretion and integrity. However, should my colleagues on Council or should my employers at the Board or should my constituents indicate that they are uncomfortable with my dual activities, I should welcome their comments - I shall review my positions with reference to their concerns.

Yours truly,

DAVID CULHAM

*David J. Culham*

h.



TELEPHONE 451-

7

PEEL COUNTY YM-YWCA, 247 McMURCHY AVENUE SOUTH, BRAMPTON, ONTARIO

February 20, 1974.

RECEIVED

FEB 22 1974

MAYOR'S OFFICE

Mayor Martin Dobkin, and  
Members of Council,  
City of Mississauga,  
1 City Centre Dr.,  
MISSISSAUGA, Ontario.

Dear Mayor Dobkin and Members of Council,

It is with pleasure that we inform you that the Peel Y is advancing with plans to expand facilities and resources to meet growing demands for Y services.

The Peel Y has been serving the Peel Region for many years from a restricted base of operations located at the centre of the area served. We have recently initiated a fund-raising campaign which is directed toward industry located within the area.

The purpose of the campaign is to raise funds to expand the Y headquarter facility located in Brampton. This expansion will allow the addition of professional staff, improved leadership development, adequate administrative space and some additional gym and meeting room facilities.

The Peel Y has, in the past, carried out many programs in Mississauga. With this proposed expansion, we will have the capacity to accept many more challenges from the southern sections of the Peel Region.

We are not requesting financial aid from the City. However, we would appreciate Council's support in our endeavour. Specifically, we ask for your co-operation in promoting the week of March 18th as "Peel Y Fitness Week". We wish to emphasize, during the week, the need

h

A Member of Peel United Appeal



7A

Cont'd..... 2

Mayor Martin Dobkin, and  
Members of Council,  
City of Mississauga,  
1 City Centre Dr.,  
MISSISSAUGA, Ontario.

February 20, 1974.

for the people of Peel to assist their state of physical fitness. A number of activities and promotional "happenings" will occur which will tie together physical fitness, the Peel Y and the capital campaign.

We ask Council to give favourable consideration to proclaiming the week of March 18th, "Peel Y Fitness Week."

Please find enclosed a number of Y brochures which will provide more information regarding this endeavour.

Your co-operation will be appreciated.

Sincerely,

*C. Forster*  
(B6)

CF:BC  
Encls.

C. Forster,  
Chairman,  
Public Relations.

cc: Campaign Members.

C O P Y

February 25, 1974.

Subject: Port Credit Taxi Permit Exchange

Dear City of Mississauga Councillors:

The recommendation to Council by your Transportation Committee not to exchange Port Credit Taxi Permits for Mississauga Taxi Plates was a sound and reasonable position.

Unlike the Streetsville situation there appears to be no justifiable cause - legal, ethical, or otherwise for the Council to grant 139, 10 or even 1 Port Credit permit holder a Mississauga permit regardless of individual claims brought before you.

In no way is a comparison to the 1954 Metro Toronto or 1974 Streetsville situation valid. Port Credit, since the incorporation of Toronto Township into Mississauga, never did have a Department responsible for setting taxi tariff structures, sealing and inspecting taxi meters and in general administering the industry within its boundaries. According to Mississauga By-law 8535, (Consolidated 1970) a taxi is defined by the presence of a tariff card, rooflight and sealed meter that is registered with the Licensing Department.

Due to an arrangement between Port Credit and Mississauga, the regulation and inspection of taxis operating within the former's boundaries was under the sole jurisdiction of Mississauga, Providing a \$5.00 permit fee was paid to Port Credit, Mississauga taxis could operate within the Town unobstructed.

Claims being made by individuals that they owned and operated valid Port Credit taxis are absurd. What in effect they do own is either a Mississauga Taxi equipped with a Port Credit Vehicle Permit sticker that has now expired (and is no longer necessary), or a private automobile fraudulently posing as a taxi. Legally speaking, no bona fide Port Credit taxi could possibly exist.

The most common attempt to convey the impression of owning and operating a Port Credit taxi was clearly illegal. Mississauga taxi plates were removed from cars and registered to another vehicle. The former car, rooflight and sealed meter remained intact displaying either a Port Credit taxi license or vehicle permit sticker (during 1973) masquerading as a taxi. This practice was in direct contravention to the existing agreement that Port Credit permits could be carried on licensed Mississauga taxis only.

It is interesting to note that By-law 8535 stipulates that no Mississauga taxi license holder can legally hold a valid taxi owners' permit in another municipality. In the case of Port Credit an exception was made provided that the Port Credit plate or sticker was displayed along with the Mississauga plate. As stated, attempts to separate the two invalidated the Port Credit permit.

JA

In the Streetsville case, a Department responsible for approving taxi licenses, sealing and inspecting meters, establishing tariff structures and in general administering and regulating the industry existed. The 12 Streetsville taxis operate out of two local brokerages, namely Rundle Taxi and Streetsville Taxi servicing the local townspeople. Denying these individuals the privilege of exchanging their former Streetsville permits for valid Mississauga plates would prevent them from continuing to earn their living as cab drivers and would also cut off essential taxi service to that area. Legally and ethically they deserve an exchange.

My final point concerns the ethical side of this matter. The Taxi Priority List established during the Speck-Murray Administration was executed so that new cab owners' permits, when they were issued, would be done so fairly on the basis of seniority. To even consider granting existing cab owners a subsequent plate through an exchange superseding those of us on the list who are patiently seeking to become cab owners violate all principles of fair play.

I trust the Council acts on both legal and ethical aspects in this matter which point to a firm denial of any exchange whatsoever with respect to Port Credit permits.

Thank you.

I remain

Respectfully yours,

Signed:  
Peter D. Pellier.

2



## ONTARIO HUMANE SOCIETY

BRANCH

PEEL REGION  
3490 Mavis Road

9

February 25, 1974

### Branches

Barrie  
Elgin County  
Espanola  
Oxford County  
Ontario County  
Oshawa  
Midland  
Dryden  
Owen Sound  
Peel County  
Quinte  
Brant County  
Orillia  
Kenora  
Kent County  
Burlington  
York County  
Kirkland Lake  
Northumberland & Durham  
Lennox & Addington  
Renfrew County  
Scarborough  
Porcupine & District  
Leeds & Grenville

Mr. D. Turcotte A.M.C.T.  
City Clerk  
City of Mississauga  
1 City Centre Drive  
Mississauga Ontario

Dear Mr. Turcotte:

Following the meeting with Council's General Committee on February 22, it occurred to me that Members of Council might like to have a delegation visit the Peel Region Shelter. I, therefore, extend an invitation to them, at a time of their choosing, so they may observe the operation.

Yours very truly,

Frank D.M. Brown  
Manager, Inspector.

*Handwritten note:* 2-28-74 10/1/74

RECEIVED	
REGISTRY No.	1676
DATE	FEB 27 1974
FILE No.	
FILED BY	108-74
CLERK'S DEPARTMENT	



99 avenue road, toronto, ontario m5r 2g5 telephone 925 2851

February 25, 1974.

Mr. D.R. Turcotte,  
City Clerk,  
Corporation of the City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B, 1M2

RE: Bilbao Lane  
Meadowvale West  
Neighbourhood 1  
R.P. M-29, Mississauga, Ontario.

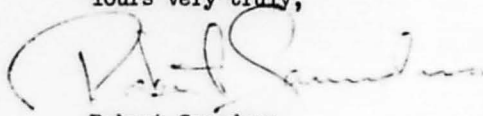
Dear Sir:

We are confirming our telephone conversation with your office on February the 13th, 1974, requesting that the matter of site plan approval for the above mentioned cul-de-sac street be placed on the agenda for the City Council meeting of March 4th, 1974.

This is in compliance with the Engineering Agreement, Schedule "C", Item (B)2, between Markborough Properties Limited, the developers of the above subdivision, and the City of Mississauga, wherein the site development plans for semi-detached dwellings on cul-de-sac streets are to be approved by the City Council prior to the issuance of building permits.

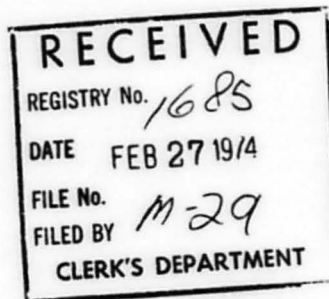
We have submitted the site plans to the Planning Department and expect its recommendations will be before the City Council for that meeting.

Yours very truly,

  
Robert Saunders,  
Manager,  
Construction Planning.

RS:ag

consolidated building corporation limited





## **The Regional Municipality of Peel**

February 26, 1974

Mr. David R. Turcotte,  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario,  
L5B 1M2.

<b>RECEIVED</b>	
REGISTRY No.	1756
DATE	MAR 1 1974
FILE No.	18774
FILED BY	
CLERK'S DEPARTMENT	

Dear Mr. Turcotte,

Re: Your File Number 104-74  
Second Airport  
Our File Number 18-74

The Planning Committee at its meeting on February 7, 1974 considered the matter of the establishment of a second airport in Ontario.

Council at its meeting on February 14, 1974 adopted the following recommendation (P-12-74):

"That the Region of Peel support the establishment of a second airport in Ontario, and that legal counsel, on the recommendation of the Regional Solicitor, be retained to present our case at the Airport Inquiry Commission hearing at Malton, and attend such further hearings as the Regional Solicitor, the Chief Administrative Officer and the Commissioner of Planning deem advisable.

Approved"

Yours very truly,

*Henry H. Rutherford*

Henry H. Rutherford,  
Regional Clerk.

## TOWN OF MISSISSAUGA

#10

MEMORANDUM

To .... D. R. Turcotte .....

Dept. .... Clerks .....

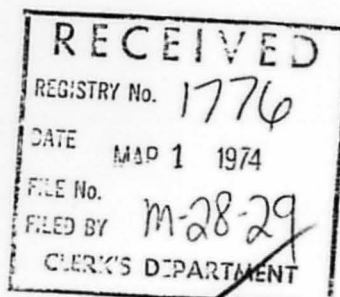
From .. S. D. Lawson .....

Dept. ... Engineering .....

March 1, 1974

Dear Sir:

Re: Meadowvale West Nhd. 1  
 Registered Plan M-28 and M-29  
 Lots 54 to 59 inclusive  
 Our File: P.N. 73-080  
 Building permit application  
 nos. 4356 to 4391 inclusive



Please be advised that we have reviewed the site plan for the above noted lots and would recommend its approval by Council as required by Clause 2 of Schedule C of the subdivision's engineering agreement, subject to the following comments.

- (i) That a continuous curb cut be provided and that the boulevard be paved between the sidewalk and the curb from the driveway of the right side of lot 58 (as determined by facing the lot from the road) to the driveway of the right side of lot 55.
- (ii) The proposed combined driveway of the right side of lot 57 and the left side of lot 56 and of the right side of lot 56 and the left side of lot 55 (as determined by facing the lots from the road) should be made to conform to the proposed drainage pattern. The drainage of these lots involves side yard swales to take the rear lot drainage to the road.

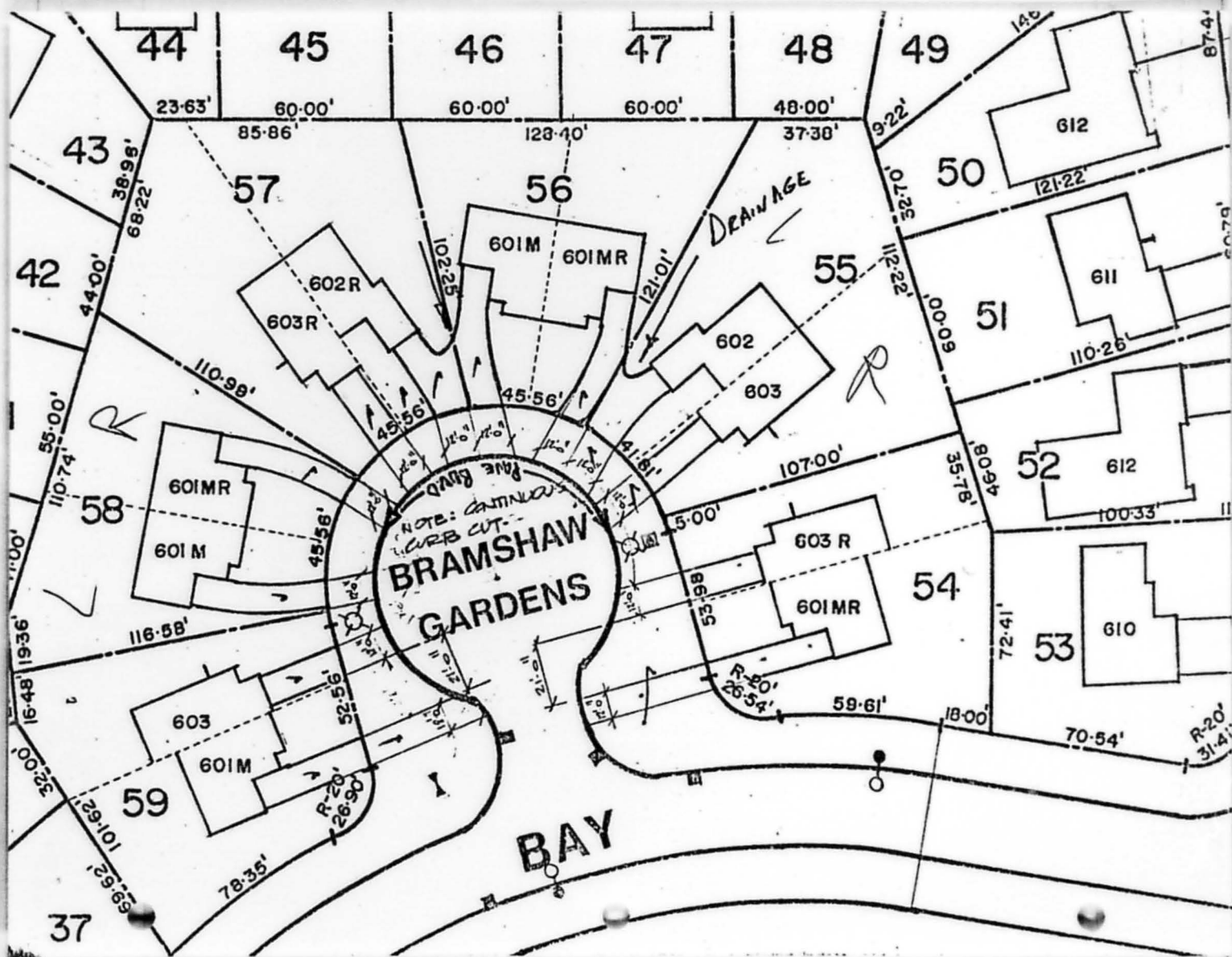
Attached is a print of the applicable section of the site plan showing the above noted lots.

Yours very truly,

*S. D. Lawson*  
 S. D. Lawson, P.Eng.  
 Project Engineer

SDL/bj  
 c.c. to Mr. V. S. Doerr  
 The Coventry Group Ltd.

Encl.



# City of Mississauga

## MEMORANDUM

To ..... Mr. D. R. Turcotte, A.M.C.T.,  
City Clerk  
Dept. ....

From ..... Mr. L. M. McGillivray  
Deputy City Clerk  
Dept. ....

March 1st, 1974.

Dear Sir:

Re: Public Transit System  
File 112-74

Transit Manager, E. J. Dowling, brought the attached report into my office this afternoon and requested that it be placed before Council at their regular meeting on Monday evening, March 4th.

I understand Mr. Dowling had previously discussed this matter with Councillor Culham who requested that it be placed before Council at that time.

Yours very truly,



LMM:le  
Attach.

L. M. McGillivray,  
Deputy City Clerk.

*L. M. McGillivray*  
*P*

Nov. 1.74

REPORT TO COUNCIL

RE: TENDERING OF VEHICLES

Should Council approve of the Transit proposal submitted on February 27 1974 additional vehicles will be required and I recommend that the City of Mississauga consider a selective bid system rather than a public tender.

I suggest selective bid because there are only two manufacturing companies that can supply the large Transit coaches (General Motors Coach Division) (Canadian and Western Flyer) and actually only one company that manufactures a 17 passenger Dial-A-Bus (Rek-Veh Industries). Mercedes-Benz of Canada imports a 17 passenger Dial-A-Bus from Germany but at a higher rate due to the exchange of the Mark.

I recommend that all four companies be asked to quote on their respective vehicles and a delivery date established.

By using the selective bid system we will eliminate the normal 60 days that a tender requires and will speed up delivery of the required vehicles.

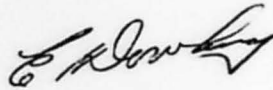
I have checked with the Ministry of Transportation and Communications who informed me that several other communities have purchased equipment on a selective bid system including Ottawa 10 vehicles, Oakville 4 vehicles, and Brampton 4 vehicles, all purchases have met the requirements of the Ministry of Transportation and Communications.



- 2 -

Should Council approve of the selective bid system, the Transit Department within a two week period would be in a position to recommend to Council the vehicle that the City of Mississauga consider in order to supply the proposed level 1 Transit plan.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "E. J. Dowling", written in a cursive style.

E. J. Dowling



Ontario

Ministry of  
Transportation  
and  
Communications

District 6, Toronto,  
1201 Wilson Avenue,  
West Building,  
Downsview, Ontario.

February 26, 1974.

Mr. David R. Turcotte, A.M.C.T.,  
City Clerk,  
City of Mississauga,  
1 City Centre Drive,  
Mississauga, Ontario.  
L5B 1M2

Re: Request for Snowfence,  
Hwy. 10 - Eglinton Ave. to Hwy. 401,  
Your File #24-74

Dear Sir:

This is to acknowledge receipt of your letter dated  
Feb. 19, 1974 and is to advise that at present snow  
fence is not being considered for the above area.

Up until several years ago, snow fence was placed  
there however, as is generally the case, we found that  
following reconstruction of Hwy. 10 south of Hwy. 401  
the snow fence was ineffective and of little value.  
Because of the time and cost involved, we decided to  
discontinue placing of snow fence in this area.

We can appreciate your concern in this matter and  
since snow fence can be helpful in some areas if  
properly placed, we will review this section of Hwy. 10  
again along with our other highways when preparing next  
Fall's snow fence program.

Please call if any of our comments require clarification.

Yours truly,

*J. T. Kernaghan*  
J. T. Kernaghan,  
Maintenance Engineer,  
248-3825.

For: H. Greenland,  
District Engineer,  
District 6, Toronto.

RECEIVED	
REGISTRY No.	1743
DATE	MAR 1 1974
FILE No.	24-74
FILED BY	
CLERK'S DEPARTMENT	

*R. J. V.*

Green Gates, R. R. #6,  
Meadowvale,  
Mississauga, Ont.  
L5M 2B5

Dear Mrs. Killaby:

Why should Creditview Road, north of Britannia, a second class Road, previously officially 30 m.p.h. be suddenly raised to a 50 m.p.h. traffic rush? Children and bicycles use the road a great deal.

Of course, now it rates at 50 m.p.h., cars go considerably faster and my drive entrance, in spite of a concealed driveway notice, is a menace to get in and out.

Would you kindly give this your attention.

Thank you.

Signed - Kay M. Milsom

*[Handwritten signature]*

February 22, 1974.

City of Mississauga,  
Mississauga, Ontario,  
L5B 1M2.

Attention: Mrs. Gaye Killaby, Councillor, Ward 4

Re: The Proposed Salvation Army Hall  
#3173 Cawthra Road, Mississauga,  
File #4-73.

Dear Mrs. Killaby:

Thank you for the information you have sent me on the above project.

I have read the correspondence and along with telephone conversations with Mr. A. Franks of the Building Department and Mr. V. Doeir of the Engineering Department, have found the following:

1. At the time the proposal was submitted by the Salvation Army, there existed a proposed road pattern for the area joining the north and south legs of Dodsworth Crescent.
2. Mr. Anderson, the Town Engineer, was in favour of and interested in the completion of Dodsworth Crescent.
3. There would be a storm drainage problem if the proposal as submitted was approved.
4. Surface drainage and storm sewer connections would be left until Phase II of the project. (Whenever and whatever it was.)
5. That a scheme of Drywell catch basins were proposed for the drainage of the property.
6. The easement referred to in the correspondence is a service easement not a road easement.
7. Since the departure of Mr. Anderson, the negotiations with regard to the acquisition of an easement through the lands to the south have not been continued.
8. That certain conditions, as stated in the General Committee extracts, were submitted by Town Council to the Salvation Army prior to approval of the project and that it appears approval was finally given without any of these conditions being met.

*[Handwritten signature]*

9. A building permit was finally given under the recommendation of Town Council

As I have previously stated, I live in, and along with my wife, own the property at 661 Dodsworth Crescent, which is located in the south leg of Dodsworth Crescent, east of the Salvation Army property.

Presently there are two legs of Dodsworth Cres., north and south Dodsworth and the Salvation Army property in between.

At the time we purchased our home, we assumed that the crescent would be completed and that single family homes be built on it. The area is presently zoned for single family homes.

I am unhappy that the houses will not be built and very unhappy that the crescent will not be completed.

I am concerned over the actual use of the "Army Hall" and concerned over the location of the parking lot and access to the parking lot.

I cannot understand how Town Council at its meeting of November 26, 1973 could recommend that the project be allowed to proceed without all conditions proposed by the same Town Council being met. And further I cannot understand how a Drywell system could be considered when there are storm sewers available.

I would ask you to look into the following:

1. The possibility that some arrangement be made with the Salvation Army with regard to completing Dodsworth Cres.
2. That the actual purpose (usage) of the Salvation Army Hall be identified and that the statement as stated in a letter dated November 5, 1973 to Mr. John T. Corney, Town Clerk, of 1973 to render the service to the Community through Church facilities and Community services envisioned by the Salvation Army be clearly defined.
3. The method used to approve the project by Town Council.
4. Whether the present zoning allows such a building.
5. Final solution of the storm drainage problem, because my property may be affected.

I would appreciate answers to the above as soon as possible, for the project is presently under construction.

Sincerely yours,

*N. Vritsios*

N. Vritsios.